



**I-405 Executive Committee Meeting  
October 3, 2002  
Draft—Meeting Summary**

*The following is a summary of presentations given, issues raised, actions undertaken or recommendations made. When possible, lengthy discussions have been summarized into themes or summary statements.*

**Executive Committee members in attendance**

- |   |   |   |
|---|---|---|
| <input checked="" type="checkbox"/> <b>George Kargianis</b><br>Chair                    | <input checked="" type="checkbox"/> <b>Rob McKenna</b><br>Transportation<br>Improvement Board | <input type="checkbox"/> <b>Dan Mathis</b><br>FHWA                                    |
| <input type="checkbox"/> <b>Sants Contreras (Alt.)</b><br>City of Kirkland              | <input checked="" type="checkbox"/> <b>Sen. Horn</b><br>WA State Senate                       | <input checked="" type="checkbox"/> <b>Sen. Margarita Prentice</b><br>WA State Senate |
| <input checked="" type="checkbox"/> <b>Connie Marshall</b><br>City of Bellevue          | <input checked="" type="checkbox"/> <b>Bob Edwards</b><br>PSRC                                | <input checked="" type="checkbox"/> <b>Randy Corman</b><br>City of Renton             |
| <input type="checkbox"/> <b>John Okamoto</b><br>WSDOT                                   | <input checked="" type="checkbox"/> <b>Rosemarie Ives</b><br>City of Redmond                  | <input type="checkbox"/> <b>Steve Mullet</b><br>City of Tukwila                       |
| <input checked="" type="checkbox"/> <b>Dick Paylor</b><br>City of Bothell               | <input checked="" type="checkbox"/> <b>Joan McBride</b><br>City of Kirkland                   | <input type="checkbox"/> <b>Grant Degginger (Alt.)</b><br>City of Bellevue            |
| <input type="checkbox"/> <b>Sonny Putter</b><br>City of Newcastle                       | <input type="checkbox"/> <b>Pam Carter (Alt.)</b><br>City of Tukwila                          | <input checked="" type="checkbox"/> <b>Aubrey Davis (Alt.)</b><br>WSTC                |
| <input checked="" type="checkbox"/> <b>David Dye (Alt.)</b><br>WSDOT                    | <input type="checkbox"/> <b>Dave Gossett</b><br>Snohomish County                              | <input type="checkbox"/> <b>Jeff Sax</b><br>Snohomish County                          |
| <input checked="" type="checkbox"/> <b>Rep. Cheryl Pflug</b><br>WA State House of Reps. | <input type="checkbox"/> <b>Rep. Christopher Hurst</b><br>WA State House of Reps.             | <input type="checkbox"/> <b>Tom Paine (Alt.)</b><br>City of Redmond                   |
| <input checked="" type="checkbox"/> <b>Chuck Mosher</b><br>Sound Transit                | <input type="checkbox"/> <b>Harold Taniguchi</b><br>King County                               | <input type="checkbox"/> <b>Tim Olsen</b><br>City of Bothell                          |
| <input checked="" type="checkbox"/> <b>Julia Patterson,</b><br>King County (alt)        | <input checked="" type="checkbox"/> <b>Rick Korchalis</b><br>FTA                              | <input checked="" type="checkbox"/> <b>Tom Dillon (Alt)</b><br>City of Kirkland       |

**Staff and Observers**

Johannes Kurz, Snohomish County  
Ann Martin, King County DOT  
Jeff Switzer, Eastside Journal  
Johannes Kurz, Snohomish County  
Natalie Singer, Seattle Times

**Project Management Team**

Craig Stone, WSDOT  
Kim Henry, WSDOT  
Don Samdahl, Mirai Associates  
Christina Martinez, WSDOT  
Matt Sheldon, King County Metro

Rita Brogan, PRR  
Paul Bergman, PRR  
Fen Hsiao, PRR

## **CALL TO ORDER**

Chairman Kargianis called the meeting to order at 1:35 p.m.

Rick Korchalis, FTA, introduced himself as a new Executive Committee member. He emphasized the need for staff to educate people on the importance of the Reinventing NEPA process and the project's role in it. He said this process is important because it means people can't go back on their vote. It's a streamlined process.

Chairman Kargianis invited public comments. There was no public comment.

Chairman Kargianis asked for approval of the meeting minutes. The minutes were approved.

Mr. Stone took over the meeting's lead to discuss the **Agenda for Today:**

- Project update and status
- Funding, Phasing and Implementation
- Environmental Program
- Design Charettes Results

Mr. Stone mentioned the upcoming open houses and encouraged committee members to tell their constituents.

### **Upcoming Committee Schedule:**

- October 22, 9-12 p.m.
  - Kirkland City Hall – Peter Kirk Room
- November 19, 9 – 12 p.m.
  - Kirkland City Hall – Peter Kirk Room

Mr. Stone said the Oct. 22 will only occur if RTID makes major decisions at their October meeting and the I-405 Executive Committee needs to make recommendations in response.

### **Speakers Bureau:**

Greater Redmond TDM – August 7  
Renton City Council – August 19  
Bothell Business – August 29  
Kirkland City Council – Sept. 3  
TPEAC – Sept. 10  
Greater Bothell Assn – Sept. 26  
Bellevue Neighborhood Networks – Oct. 9  
Kennydale Neighborhood Assn – Oct. 29

Mr. Stone noted that TPEAC was interested in off-site mitigation and watershed approaches being proposed by the Project. He said TPEAC is interested in working with I-405 Project staff.

### **More Recognition for I-405 Project:**

- American Assn. of State Highway and Transportation Officials – Smart Moves Award: Transportation Strategies for Smart Growth
- Assn for Commuter Transportation – Excellence in Public Leadership for TDM Program
- 2002 PRSA – Outstanding Community Relations Award

- PSRC – Vision 2020 Award
- National Assn of Environmental Professionals – Presidents Environmental Excellence Award

#### **Record of Decision:**

- Federal agencies committed to sign ROD in October
- Signing ceremony details will be emailed out shortly

Mr. Stone said the federal agencies are close to signing.

#### **Where Have We Been?**

- May – Implementation Principles and Preliminary Concepts
- June – CEVP results, implementation plan options: Full funding, mid-level, low
- July – Ref. 51 adoption and toll assumptions
- July – Mid-level package components: Option A, Revenue targets
- August – Mid-level package choices: A, A1, A2
- Today – Mid-level package: Transit and arterials

#### **Where are we going?**

- Next meetings
  - RTID – October 10
  - Funding and Phasing – October 14
  - Steering Committee – October 15
  - Executive Committee – October 22
- Implementation plan selected
- Prepare information for RTID

Mr. Stone reviewed the funding and phasing schedule.

#### **Implementation Focus for Today:**

- What's the appropriate level of transit investment?
- What is the appropriate level of arterial investment?

Mr. Stone gave a comparison of the implementation options. He said the Basic Approach to implementation includes only the basic amount of improvements needed to maintain the project's goals.

He said staff is not advocating the Basic Program, they are just trying to avoid missing the project's main elements.

Mr. Stone said that Option A rebuilds I-405 from Bellevue to Tukwila, a complete segment, and the Kirkland area. He said Option A3 is a response from the committee to look into an additional lane throughout the whole corridor.

Mr. Stone said all investment packages assume R 51 as the base.

Senator Horn said the goal should be to develop a package that will carry the most people. The goal shouldn't be transit.

Mr. Stone said the program needs to make a footprint so it has the ability to make improvements in the future.

**Implementation Principles for I-405:**

- Worst First
- Fulfill the Vision
- Build Logical Segments
- Early Environmental Actions
- Minimize Risk and Delays
- Minimize Construction Impacts
- Modal Balance
- Take Early Actions

Ms. McBride said wants to maintain the project vision. She said that if \$4.1 billion for freeway improvements in Option A is cut, the program would most likely put the foundations into place but will not likely finish it until later.

Mr. Stone said staff is trying to build a worse-first package and implement balance between modes.

Mr. Paylor asked what the difference between the Full Program and Option A1 freeway work is. Mr. Stone said Option A1 completes the project to Bellevue with Kirkland improvements.

He said Option A3 completes a full build-out to downtown Bellevue, and one lane to Lynnwood.

Mr. McKenna took over the meeting's lead to give a RTID funding update.

Mr. McKenna said some projects under RTID funding will have to get cut. He said he needs to be able to tell the RTID board a funding number for I-405 at the next RTID meeting. He also mentioned the RTID performance evaluation process is under way.

Chairman Kargianis asked that all the committee members receive copies of the RTID printouts.

Mr. Putter asked what the Executive Committee should provide before the RTID meeting. Mr. McKenna said the best thing to do is provide various implementation scenarios so jurisdictions can see what they're giving up if they don't provide enough funding.

Mr. Putter suggested the funding and phasing subcommittee meet to prepare the scenarios. He said the Executive Committee needs to arm its RTID representatives with information on how much of the improvements can be dropped from the project before the committee will no longer support it.

Senator Horn said they need to have the capacity figures for every option. He said they can't go with an option that doesn't decrease congestion. Mr. Putter said the Executive Committee needs to better arm the I-405 RTID representatives so they can argue for the I-405 project.

Mr. Putter suggested the funding subcommittee meet as soon as possible to craft an understanding of the minimum improvements needed to achieve project implementation principles. He said the understanding will be used for internal

purposes only. This will be crafted for the RTID representatives to take back to RTID.

Senator Horn said the Executive Committee needs to emphasize why the project's 10-year plan is so important.

A Friday morning funding and phasing subcommittee meeting was agreed upon.

Matt Sheldon, King County Metro, took over the meeting's lead to discuss the project's Transit Component.

**Questions for Today:**

- What is the basic transit investment needed to operate a bus rapid transit system in the I-405 corridor?
- Transit operator's perspective?

Mr. Sheldon said that if the project doesn't have the basic program elements, including transit, it can't be put in front of the voters.

**Transit/HOV Approach:**

- The full program remains the long-term target over 20+ years
- Funding constraints make reaching that target in the first 10 years difficult
- Option A defines a logical first 10-year program investment that can be built upon later

**The Basic Program:**

- If money gets even tighter, is there a lesser set of transit investments that would still make sense?
- That basic program defines a minimum investment necessary to begin a viable BRT system on I-405 and maintain options for future expansion
- Metro and Sound Transit already provide some elements of the basic program

**BRT Program Elements:**

- Run frequent spine BRT service on I-405 – usable without a schedule
- Provide adequate passenger access to that service via P & R expansion and connecting service – prioritize highest demand locations first
- Minimize off-corridor deviations to keep service fast and reliable relative to other traffic:
  - Direct access ramps and in-line service
  - Ensure HOV lanes keep flowing
  - Use all components of HOV system
- Preserve footprint for incrementally adding more direct access ramps and stations in the future

Mr. Sheldon reviewed the project's committed transit components from Metro and Sound Transit.

**Committed Transit Elements:**

- 15K new hours (in I-405 corridor) of ST Express service between 2002 – 2006.
- Capital improvements

- Direct access at Eastgate, North Renton, Bellevue, downtown Kirkland, Totem lake, Canyon Park (flyer stop)
- New or expanded transit centers at Bellevue, Newcastle, Totem Lake
- Park and ride expansion at Eastgate
- HOV lanes from Canyon Park to Swamp Creek

#### Potential

- ?% of 110K new hours of Metro bus service could be in I-405 corridor thru 2007

### **Major Transit Components: Full Program - \$2.3 B**

#### HOV/Transit

- HOV - \$1.35 B
- Transit - \$880 M
- TDM - \$90 M

### **Full Program - Major Transit Elements**

- 1 million new hours BRT, commuter, intercommunity and local bus service
- 13 new BRT stations
- ~50 BRT and ~70 local buses
- 4 new transit centers
- 5,000 new park and ride spaces
- 12 new direct access ramps
- ~ \$90 M for vanpools and TDM, + annual O & M

### **Major Transit Components: Option A - \$1.8 B**

#### HOV/Transit

- HOV - \$1.03 B
- Transit - \$740 M
- TDM - \$50 M

### **Option A - Major Transit Elements**

- 400K new hours BRT, commuter & intercommunity bus service by 2012
- 11 new BRT stations
- ~20 BRT and ? local buses
- 4,000 new park and ride spaces
- 9 new direct access ramps
- ~\$50 M for vanpools and TDM, + annual O & M
- No new transit centers

### **Major Transit Components: Basic - \$1.2 B**

#### HOV/Transit

- HOV - \$700 M
- Transit - \$450 M
- TDM - \$40 M

### **Basic Program - Major Transit Elements**

- 200K new hours BRT, commuter and intercommunity bus service by 2012
- 9 new BRT stations
- 15 BRT and ? local buses
- ~2,000 new P & R spaces
- 5 new direct access ramps
- ~\$40 M for vanpools and TDM, + annual O & M

- No new transit centers

#### **Major Transit Issues:**

- Transit access, speed and reliability will be difficult to provide during construction
- Transit performance cannot be forecasted until more is known about construction phasing, and more modeling is performed
- Need to provide sufficient commuter overlay service to support P & R expansion
- As incremental improvements are made, transit performance will be directly related to the ease of automobile travel

Mr. Sheldon said these are the elements you have to provide for transit to be used as a viable resource during construction.

#### **Making Transit Attractive:**

- Prioritize transit speed and reliability during construction – keep HOV lanes flowing
- Construct transit access, speed and reliability and park and ride improvements early
- Increase transit service where parking is scarce or expensive
- Focus BRT service improvements in central portion of corridor where density and demand are highest

#### **Early Transit Implementation:**

- Keep HOV lanes flowing
- Increase transit service levels early
- Construct direct access and flyer stops while undertaking freeway improvements

Senator Horn asked if staff has ridership figures for the options. Mr. Sheldon said it's too early to determine ridership until the mix of modes in the program is determined. Senator Horn said he would like the information by year when they are able to gather it.

Ms. Ives said the project's BRT element isn't really "BRT" because it doesn't have exclusive ROW. She asked if every element received a 50% cut like the transit element. Mr. Stone said many arterial improvements have also been deferred. He emphasized the project's transit program is still aggressive. Ms. Ives said her problem is that transit is being hit harder than roadway.

Mr. Stone said the biggest problem with transit is establishing access points. He said access points need to first be built in order to run transit.

Mr. Stone resumed the meeting's lead to discuss the project's Arterial implementation packages.

#### **Question for Today**

What is the appropriate level of arterial investment?

- Full program
- Options A/A1
- Basic Program



**Major Arterial Issues:**

- Focus on priority arterials or freeway access?
- RTID legislation requires 1/3 local match to fund an arterial project, but not for freeway access projects
- Limited RTID funding places priority on freeway approaches
- Local pressure to fund arterial projects

Christina Martinez took over the meeting's lead to discuss the project's Early Action Environmental progress.

**Early Action Environmental Work Underway:**

- Applying innovative watershed-based approach
- Agencies have selected short-list of viable environmental investments
- Coordinating with TPEAC to streamline permitting process

**Current Focus: I-405/SR 167 area**

- Focus on environmental enhancements within I-405/SR 167 project area
- Emphasize aquatic resources, fish, wetlands, and water quantity/floodplains
- Apply lessons learned to entire corridor

**Next Steps:**

- Screen short list down to preferred investment site
- Identify funding and begin negotiations with property owners
- Develop preliminary design and identify appropriate credits by Spring 2003

Ms. Martinez said the environmental taskforce consists of watershed groups and a Steering Committee subgroup.

Senator Prentice said she going to the editorial boards to discuss the early environmental program. She said the program is very important but it hasn't been highlighted enough. She said it removes some of the argument that the program is bad for the environment.

Mr. Stone resumed the meeting's lead to give a **Design Charrette Overview:**

- Project held design workshops with Renton, Bellevue, Kirkland and Bothell staff
- National design experts participated
- Objective: Develop innovative and "out of the box" concepts to jump-start Phase I design program

**Public Open Houses Scheduled:**

- October 22, 5-8 p.m. Kirkland City Hall
- October 23, 5-8 p.m. Kenndale Elementary School
- October 24, 5-8 p.m. Bellevue Regional Library

**SR 167/I-405 Interchange Design**

- Reduces accidents by improving traffic flow between I-405 and SR 167
- Eliminates major bottleneck, dramatically improving car and freight movement

- Improves local access, reconnecting local street grid system for better city circulation
- Provides HOV/transit direct access at Rainier Ave.
- Offers direct HOV/transit connections between I-405, SR 167 and Rainier Ave.
- Eliminates loop ramps, opening up space for future uses
- Minimizes encroachments on Panther Creek wetlands

Chairman Kargianis adjourned the meeting at 4:05 p.m.

